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# DEEPWATER

News

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## National Security Cutter Keel Laying: "The Flagship of the Coast Guard Fleet"

On Tuesday, Mar. 29, senior Coast Guard and industry officials laid the keel of the newest weapon in the war on terror, the first National Security Cutter (WMSL 750), during a ceremony at Northrop Grumman Ships Systems Ingalls shipyard in Pascagoula, Miss. The multi-mission cutter is being built by Integrated Coast Guard Systems, a joint venture between Northrop Grumman and Lockheed Martin Corporation, as part of the Coast Guard's Integrated Deepwater System modernization and recapitalization program.

Honored guest speakers included Secretary of Homeland Security Michael Chertoff and



Mrs. Meryl J. Chertoff, sponsor of the U.S. Coast Guard's first-in-class NSC, speaking at the keel-laying ceremony. (Photo by PAC Jeffrey Murphy)

his wife, Meryl; Mississippi Gov. Haley Barbour; Sen. Thad Cochran, R-Miss.; Sen. Trent Lott, R-Miss.; Commandant of the Coast Guard

Adm. Thomas H. Collins; Rear Adm. Patrick M. Stillman, Integrated Deepwater System program executive officer; Dr. Philip Dur,

*continued, page 2*

## Revised Deepwater Implementation Plan Approved

As a part of the Coast Guard's fiscal year (FY) 2006 budget process, the Department of Homeland Security has approved a revised Implementation Plan for the Integrated Deepwater System and, with the strong support of the administration, forwarded it as a report to Congress on Mar. 25. Consistent with the President's FY 2006 budget and the Coast Guard's five-year Capital Investment Plan, this congressional report also presented the Deepwater assets that will be delivered to the Coast Guard in each fiscal year through FY 2010 if requisite funding is provided.

As projected in the revised Implementation Plan, it is estimated that the Deepwater long-term acquisition will cost between \$19 billion and \$24 billion over a period of 20 to 25 years. The Deepwater Program is an essential element of the DHS strategy to reduce the future risk of a terrorist event in the homeland. To achieve this more secure future, the revised Deepwater Implementation Plan updates the original plan by modifying the original assets that would have been delivered by the Deepwater project to incorporate improved post-9/11 capabilities; retaining, upgrading, and converting aviation legacy assets (C-130s, H-60s, H-65s) as part of the Deepwater Program's final asset

mix; and advancing the delivery of the Fast Response Cutter and Offshore Patrol Cutter by 10 and five years to 2007 and 2010, respectively.

In addition to delivering more capable operating assets for the Coast Guard's post-9/11 transformation to support DHS strategic goals and to reduce maritime security risk, the revised plan will enable the Deepwater Program to make more significant contributions to improved information sharing, collaboration, and interoperability in the maritime domain—essential capabilities to attain higher levels of maritime domain awareness (MDA).

According to Coast Guard

*continued, page 4*

## Flagship, *from page 1*

president of Northrop Grumman Ship Systems; and Fred P. Moosally, president, Lockheed Martin Maritime Systems & Sensors.

"Today's ceremony marks a significant milestone in the history of the Deepwater program and the transformation of the Coast Guard for its 21st-century missions," said Collins, as he addressed more than 300 invited guests, distinguished visitors and members of the media.

The construction of the National Security Cutter, at 418-feet long and displacing 4,300 tons, is the centerpiece of the Integrated Deepwater System's System of Systems. The cutter will be the largest and most technically advanced class of cutter in the Coast Guard.

"The National Security Cutter is designed to be the flagship of the Coast Guard fleet," said Sen. Cochran, chairman of the Senate Appropriations Committee. "It features helicopters, inflatable boats, and secure communications."

"We've got to make sure we have what we need to protect [and

defend] our shores, our ports, and our harbors," said Sen. Lott.

"This National Security Cutter, the keel of which we lay today, is a visible symbol of the new generation of equipment that we are going to provide to the men and women of the Coast Guard," said Secretary Chertoff, principal speaker at the keel-laying ceremony. "Importantly, this cutter is not just a ship, but it is an integrated system - a system that is designed to perform in the defense of this country. In a way, that's emblematic of the Deepwater program itself, which is not simply a collection of individual assets, cutters, ships and aircraft, but is part of a capability...part of a performance-based effort designed to deliver a result, a successful mission of protecting these United States.

"As you build this cutter you are demonstrating that your goals and those of the Department of Homeland Security are the same: operational efficiency, first in class excellence, and extraordinary service," said Chertoff. "You have chosen a sponsor for this ship that embodies all of those qualities."

Mrs. Meryl J. Chertoff, the

sponsor of the U.S. Coast Guard's first in class NSC cutter, authenticated the laying of the keel. "As sponsor, I have to be the mother of this ship. Let's hope that will be easier than being the mother of two teenagers.

"As I stand here today, seeing how the Deepwater fleet is getting built by such a talented team, I look forward to the day when American families can rest a little easier knowing that the men and women of the Coast Guard are running missions up and down the coasts of the nation in this fine ship," she said.

The keel-laying ceremony is the long-recognized maritime tradition of laying down the backbone of a ship, and in modern times has come to represent the traditional start-of-construction milestone. During the authentication, Adm. Collins and Mrs. Chertoff traced their initials on the keel plate, signifying the keel of the first new Deepwater cutter has been "truly and fairly laid." Minutes later, Northrop Grumman Ship Systems welder L.W. "Billy" Ross permanently inscribed the initials into the keel.

"This shipyard is 'America's shipyard' because it is the most productive in America with the greatest workforce in America that produces the best product in the shipbuilding industry," said Barbour. "This shipyard has been the crown jewel of our state's economy, because the people that work here do their jobs so well; and because Northrop Grumman and our state have insured that the capital investments have been here."



Newly assembled keel for forthcoming National Security Cutter (WMSL 750) displayed in Pascagoula, Miss. on Mar. 29, 2005. (Photo by PAC Jeffrey Murphy)



## NATIONAL SECURITY CUTTER

<b>Length:</b>	418 feet
<b>Speed:</b>	28 knots (nautical miles per hour)
<b>Displacement:</b>	4,300 tons
<b>Range:</b>	12,000 nautical miles
<b>Endurance:</b>	60 Days
<b>Aircraft:</b>	(2) HH-60/HH-65 helicopters or (4) unmanned aircraft
<b>Boats:</b>	(1) Long Range Interceptor operating up to 200 miles away from NSC RI and (1) Short Range Prosecutor
<b>Crew (max):</b>	18 (Officer), 130 (Enlisted)
<b>Armament:</b>	57mm gun and MK 160 Gun Fire Control System, Close-In Weapons System with a SLQ-32 Electronic Warfare System, cruise-missile defenses with countermeasures consisting of chaff and rapid decoy launcher and Identification Sensor System that identifies other boats by their unique noise and radio waves



"Today's keel laying ceremony is the culmination of countless hours of research, planning and commitment to making the National Security Cutter program the pre-eminent national security asset in America's homeland security investment," said Dur. "We've planned for this ship to be the model for all first of class ships and it already is. The lead National Security Cutter the best first-time

quality ship for a first in class that has ever been built here."

The ship represents the first major multi-mission cutter to be introduced to the Coast Guard in the past 25 years. The production contract for this first in class was awarded in June 2004, and the start of fabrication occurred in September last year.

"Integrated Coast Guard Systems is delivering to the men and

women of the Coast Guard the tools they need to get their job done," said Moosally. "Our entire team is committed to the Coast Guard's success. This includes our colleagues in the shipyards...at test facilities... and at Coast Guard facilities around the nation."

Northrop Grumman Ship Systems is leading the production effort. Lockheed Martin also plays an important role, with its work focused primarily on the cutter's command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities.

The first National Security Cutter is scheduled to be delivered to the Coast Guard in the spring of 2007. The contract for construction of the second National Security Cutter was signed in January and calls for a total of eight National Security Cutters to be constructed in this program.

*PAC Jeffrey Murphy*



Press briefing after keel laying ceremony. From left: Commandant of Coast Guard Adm. Thomas H. Collins; Sen. Trent Lott; Mrs. Meryl Chertoff; Secretary of Homeland Security Michael Chertoff; Sen. Thad Cochran (partially blocked); Dr. Philip Dur; and Rear Adm. Patrick M. Stillman. (Photo by PAC Jeffrey Murphy)

## Revised, from page 1

officials, the revised Deepwater Implementation Plan's progressive modernization and recapitalization of the Coast Guard will provide improved, critically needed capabilities that are fundamental to its ability to deliver required levels of operational excellence necessary for the security of the nation and the safety of our citizens. The revised Implementation Plan, based on a revised post-9/11 Deepwater Mission Need Statement, advances the Deepwater acquisition by incorporating improved capabilities necessary to perform the Coast Guard's full range of post-9/11 missions, while sustaining and modernizing select legacy assets to operate effectively until replaced by Deepwater assets.

From a strategic perspective, the revised Deepwater plan provides for improved capabilities on individual assets as well as essential system-wide capability for the Coast Guard's full range of post-9/11 missions, including expanding requirements associated with maritime homeland security.

More capable and interoperable Deepwater platforms and systems will enable the Coast Guard to shape the global maritime environment to promote U.S. national interests; know maritime conditions, vulnerabilities, and threats to prevent, protect, respond through improved maritime domain awareness; press out maritime borders; and position the Coast Guard to act with greater certainty to reduce risk in a complex, uncertain environment.

The updated Deepwater Mission Need Statement and revised Implementation Plan were developed following a comprehensive, year-long performance-gap analysis of the Coast Guard's post-9/11 mission re-

### Deepwater's More Capable Functional Requirements

The revised Deepwater Implementation Plan incorporates more capable functional requirements outlined in the new post-9/11 Deepwater Mission Need Statement, including:

- An *innovative, interoperable network-centric system* for C4ISR improvements to harness the power of an interoperable network to improve performance in all mission areas to *improve maritime domain awareness* and provide a *common operational picture*—key to Coast Guard leading the inter-agency effort to know and respond to maritime conditions, anomalies, vulnerabilities, and threats. Improvements to C4ISR enable earlier *awareness* of events through the more effective gathering and *fusing* of terrorism-related information, analysis, coordination, response—all critical to detecting, deterring, and defeating terrorist attacks. Upgrades to Deepwater surface assets, for example, contribute directly to improved intelligence collection and fusion through a sophisticated Shipboard Sensitive Compartmentalized Information Facility (S/SCIF), sensors, and increased data-exchange bandwidth;
- Improved maritime-security capabilities such as increased speed and integrated weapons systems on selected Deepwater cutters essential to higher levels of maritime homeland security during a terrorist attack, opposed boardings, and other high-risk operations;
- Helicopter airborne use of force and vertical insertion and delivery capabilities to allow helicopters to provide warning and/or disabling fire, and to deploy, deliver, and recover boarding teams safely and more effectively;
- Improved fixed-wing aircraft long-range surveillance to increase MDA and reduce maritime patrol aircraft shortfalls in operating hours; organic Coast Guard air transport will be able to deploy Maritime Safety and Security Teams and National Strike Force teams faster for response with their equipment.
- Improved capabilities for anti-terrorist/force protection on select Deepwater assets with all-weather self-defense and the ability to protect high-value assets; assets will have the capability to engage terrorists with higher assurance of survivability and continued mission capability; and
- Improved asset capabilities for detection and defense for chemical-biological-radiological (CBR) threats—essential to survival and continued operations during a CBR attack involving a weapon of mass destruction.

quirements. Today's Coast Guard, outfitted with assets designed for the threat environment of 30 to 40 years ago, lacks the maritime-security and network-centric capabilities so essential for operational effectiveness in the 21<sup>st</sup> century. The revised implementation plan addresses the Coast Guard's dual challenges of legacy-asset deterioration and performance gaps in a

number of important ways.

As Adm. Thomas H. Collins, Commandant of the Coast Guard, said recently, "The Deepwater Program is the Coast Guard's top capital priority—the centerpiece for our transformation."

Gordon I. Peterson